

# **BookletChart<sup>TM</sup>**

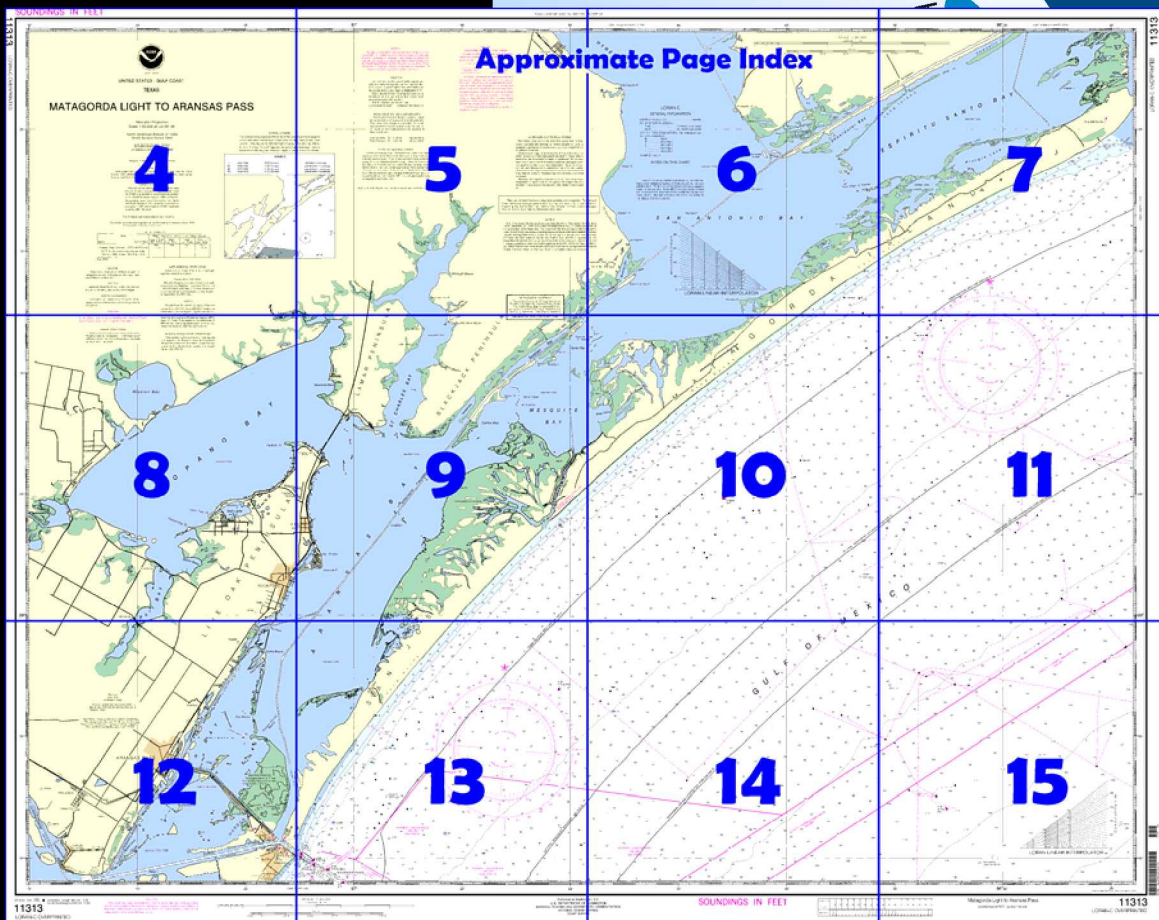
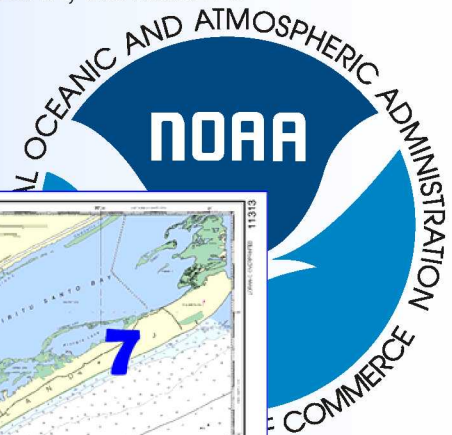
## **Matagorda Light to Aransas Pass**

(NOAA Chart 11313)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

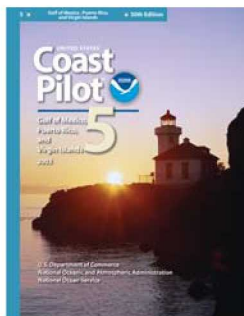
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 5, Chapter 11 excerpts]**

(109) **Espiritu Santo** and San Antonio, Mesquite, and Aransas Bays are a series of shallow bodies of water extending SW along the coast for a distance of 50 miles from Pass Cavallo to Aransas Pass, separated from the Gulf by Matagorda Island and **San Jose Island**. The bays are filled with islands, reefs, and shoals, and are of little commercial importance except as a link in the Intracoastal Waterway.

(110) **Espiritu Santo Bay** has depths up to 8 feet. In the E part of the bay, **Ferry Channel** extends from the waterway S to a fish and wildlife reserve at the former Matagorda Air Force Range on Matagorda Island. The channel is marked by a light and daybeacons. In June 1984, the reported controlling depth was 8 feet. The bay is entered from Matagorda Bay through the Intracoastal Waterway and the channel.

(111) **San Antonio Bay** has depths up to 5 and 6 feet. It is separated from Espiritu Santo Bay by the **First Chain of Islands**, through which are South Pass and Steamboat Pass. **South Pass**, an old unmarked dredged cut, has a depth of about 4 feet. The channel extends between two islands and close to the privately maintained markers on the N side of the S island. **Steamboat Pass**, 1.5 miles to the N, has less than 3 feet of water.

(112) The Intracoastal Waterway crosses San Antonio Bay from the vicinity of **Grass Island** to **False Live Oak Point**. The spoil banks on both sides of the channel have several openings. Small islets are in the spoil bank area.

(113) Numerous reefs, some of which bare at low water, are in and about the bay, particularly in the upper end. They make navigation difficult, and local information is essential.

(114) N of **Swan Point** and **McDowell Point** the delta of Guadalupe River divides the head of San Antonio Bay into **Guadalupe Bay** and **Mission Lake** on the E and **Hynes Bay** on the W. **Goff Bayou** and **Schwing Bayou** flow into Mission Lake.

(124) **Mesquite Bay** lies between **Ayres Reef** and **Third Chain of Islands**, and is of no commercial importance except for fish and oysters. The buildings of a ranch are on Matagorda Island opposite the SE corner of the bay. A small water tank about 35 feet high shows prominently from the Gulf.

(125) A marked channel leads from the Intracoastal Waterway at the E end of Aransas Bay across Carlos Bay into Mesquite Bay.

(126) **Cedar Bayou**, separating Matagorda Island from San Jose Island, leads in a S direction from the SE corner of Mesquite Bay toward the Gulf. A bar has closed the outlet to the Gulf.

(127) **Aransas Bay**, 15 miles long and 3 to 4 miles wide, is used extensively as a shrimping ground. The Intracoastal Waterway crosses the bay, and opposite Rockport turns W to and through Redfish Bay; at the turn, the channel of the Intracoastal Waterway Alternate Route continues to Lydia Ann Channel. A privately maintained channel near Blind Pass, at the SE end of the bay, is marked by lights and buoys. The periodic tide throughout the bay has a diurnal range less than 0.5 foot, the variation in water level depends principally on the wind.

(128) **St. Charles Bay**, an arm of Aransas Bay extending N, is the site of considerable hunting and sport fishing, but commercial fishing is prohibited. There are numerous homes in the vicinity of Hail Point on the W side of the bay near the entrance. A depth of 2 to 3 feet is found through the entrance with somewhat greater depths and numerous reefs inside. The bay is used by small craft as a refuge during tropical storms. (129) A privately maintained channel, with a reported controlling depth of 2 feet, leads from the W end of Goose Island to **Neptune Harbor** and **Goose Island State Park**. A launching ramp is at the State park. A fixed highway bridge between the mainland and Goose Island, is reported to have a 15-foot span and a clearance of 2 feet.

(130) There is a yacht basin near the end of the causeway at **Lamar**. A privately maintained channel leads to the basin. In April 1990, numerous shoals were reported to exist outside the basin entrance. Diesel fuel, water, ice, lodging, open and covered berths, and a launching ramp are available in the basin.

(131) **Copano Bay**, a NW extension of Aransas Bay, is used principally as a center for hunting and sport fishing. No commercial fishing, except oystering, is permitted. Extreme caution is required to navigate the bay because of the numerous unmarked reefs. Depths up to 8 feet are found in the bay with 6 to 7 feet in the narrow sloughs or channels between the reefs. Numerous oil wells and pipelines fill the bay.

(132) Good anchorage for small craft is available in the bight S of **Redfish Point**, inside the bay on the S side at the entrance. Storm anchorages for drafts up to 3 or 4 feet may be had in the S end of the bay in the small bight at the NE corner of **Port Bay**.

(133) State Route 35 highway causeway across the entrance to Copano Bay has a fixed span with a clearance of 50 feet. Sections of a former bridge, along the W side of the causeway, remain as fishing piers. A launching ramp is at the SW end of the causeway.

# Table of Selected Chart Notes

Corrected through NM Oct. 15/05  
Corrected through LNM Oct. 11/05

NOTE A  
Heights in feet above Mean High Water.

## NOTE B CAUTION ARANSAS PASS

Strong currents may be encountered in the vicinity of the jetties at the entrance to Aransas Pass.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
○ (Accurate location)    o (Approximate location)

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed

nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Corpus Christi, TX    KHB-41    162.550 MHz  
Port O'Connor, TX    WXL-26    162.475 MHz

## PRINT-ON-DEMAND CHARTS

## MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

to agree with this chart.

## INTRACOASTAL WATERWAY

The project depth is 12 feet from New Orleans, Louisiana to Aransas Pass, Texas. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. The channel markers are not shown. Use charts No. 11315, 11314, and 11308.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.061" northward and 0.056" westward.

## LORAN-C

### GENERAL EXPLANATION

LORAN-C FREQUENCY..... 100kHz  
PULSE REPETITION INTERVAL  
7980 ..... 79,800 Microseconds  
9610 ..... 96,100 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators)  
M ..... Master  
W ..... Secondary  
X ..... Secondary  
Y ..... Secondary  
Z ..... Secondary

EXAMPLE: 7980-X

### RATES ON THIS CHART

(use

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot,

For Symbols and Abbreviations see Chart No. 1

## NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31, 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High High Water	Mean High Water	Mean Low Water	Extreme Low Water
Aransas Pass Channel (27°50'N/97°03'W)	feet 1.4	feet ----	feet ----	feet -2.5

NOTE: In the various bays the periodic tide has a mean range of less than .5 foot

(Aug 2004)



UNITED STATES - GULF COAST

TEXAS

## MATAGORDA LIGHT TO ARANSAS PASS

Mercator Projection  
Scale 1:80,000 at Lat 28° 06'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

HEIGHTS  
Heights in feet above Mean High Water.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1983 must be corrected an average of 1.06" northward and 0.956" westward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

**COLPEGS:** International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: — — — — —

## TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Aransas Pass Channel (27°50'N/97°03'W) NOTE: In the various bays the periodic tide has a mean range of less than 5 foot (Aug 2004)	1.4	---	---	-2.5

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## AIDS TO NAVIGATION

Consult: U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

## MINERAL DEVELOPMENT STRUCTURES

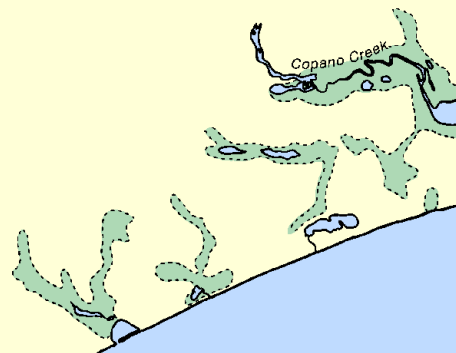
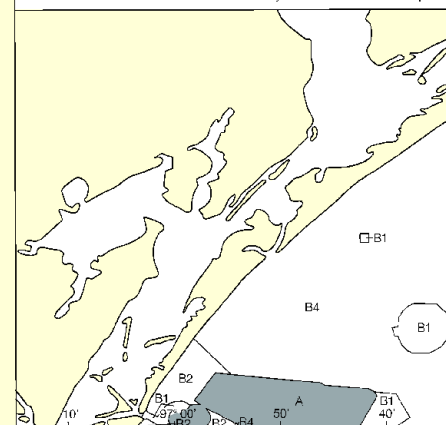
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

## SOURCE DIAGRAM

The out red areas represent the limits of the most recent hydrographic information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed; not shown on this diagram. Refer to Chapter 1, United States Coast

## SOURCE

A	1990-1994	NOS Surveys	full bot
B1	1990-1993	NOS Surveys	partial
B2	1970-1989	NOS Surveys	partial
B4	1900-1939	NOS Surveys	partial



Joins page 8

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.





97°

55'

50'

CONT

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location)    ⊙ (Approximate location)

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Corpus Christi, TX    KHB-41    162.550 MHz  
Port O'Connor, TX    WXL-26    162.475 MHz

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-b6CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## CAUTION

**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— Pipeline Area    — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3222.

## NOTE X

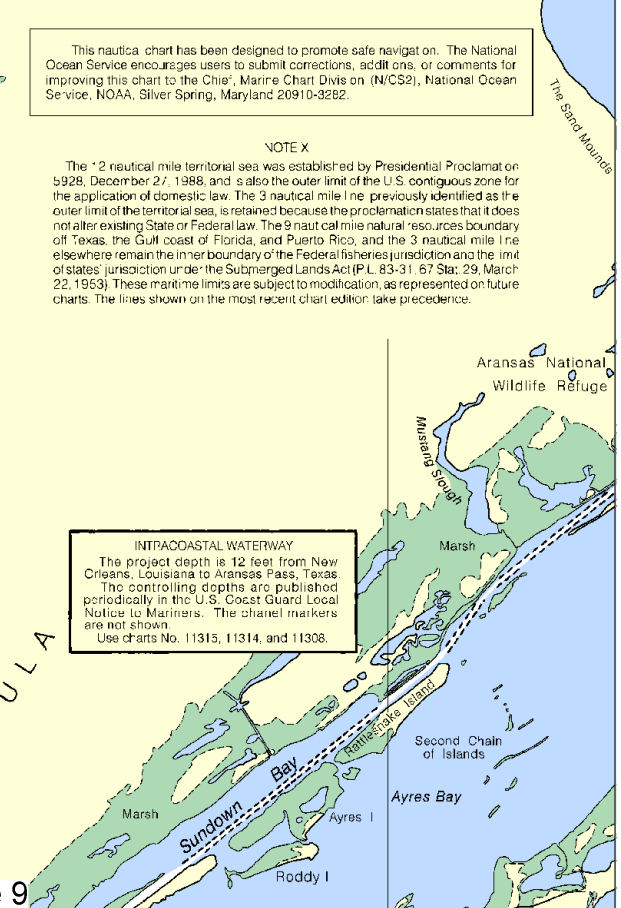
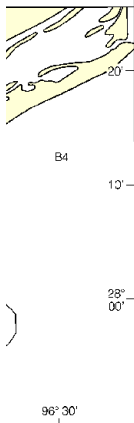
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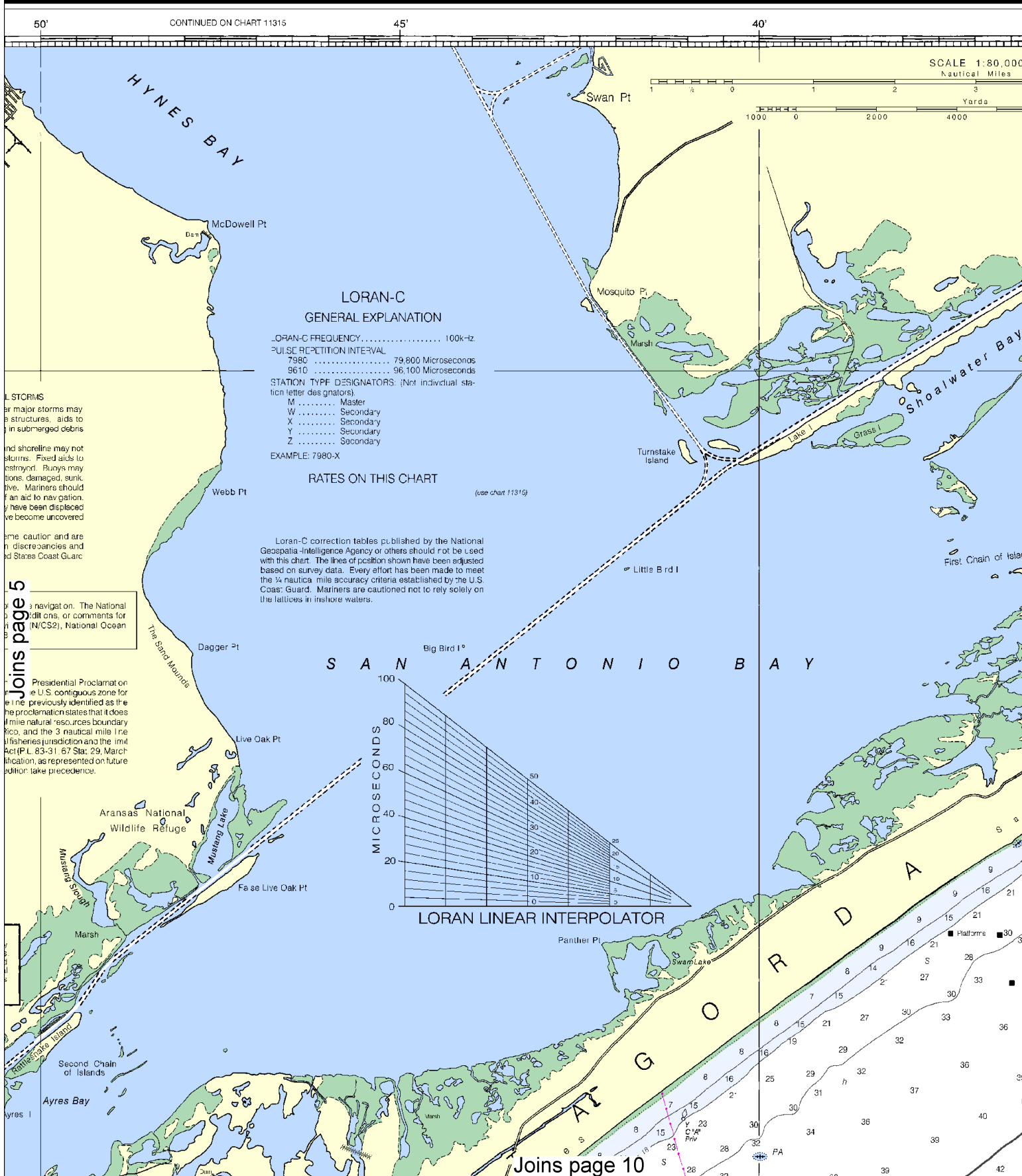
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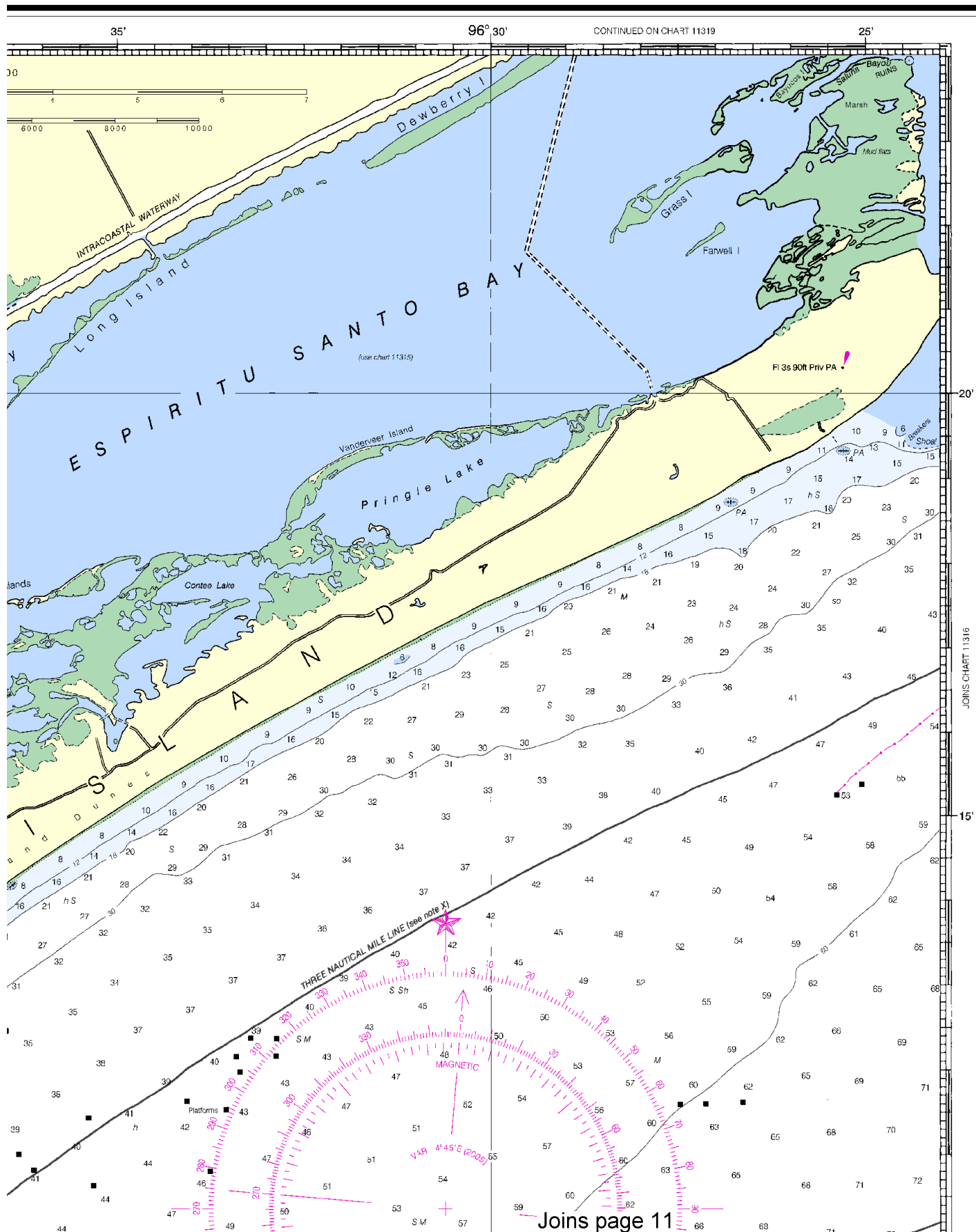


Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale.  
The new scale is 1:114286. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.





11313

LORAN-C OVERPRINTED

JOINS CHART 11316

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .

7

#### AIDS TO NAVIGATION

Consult: U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### RADAR REFLECTORS

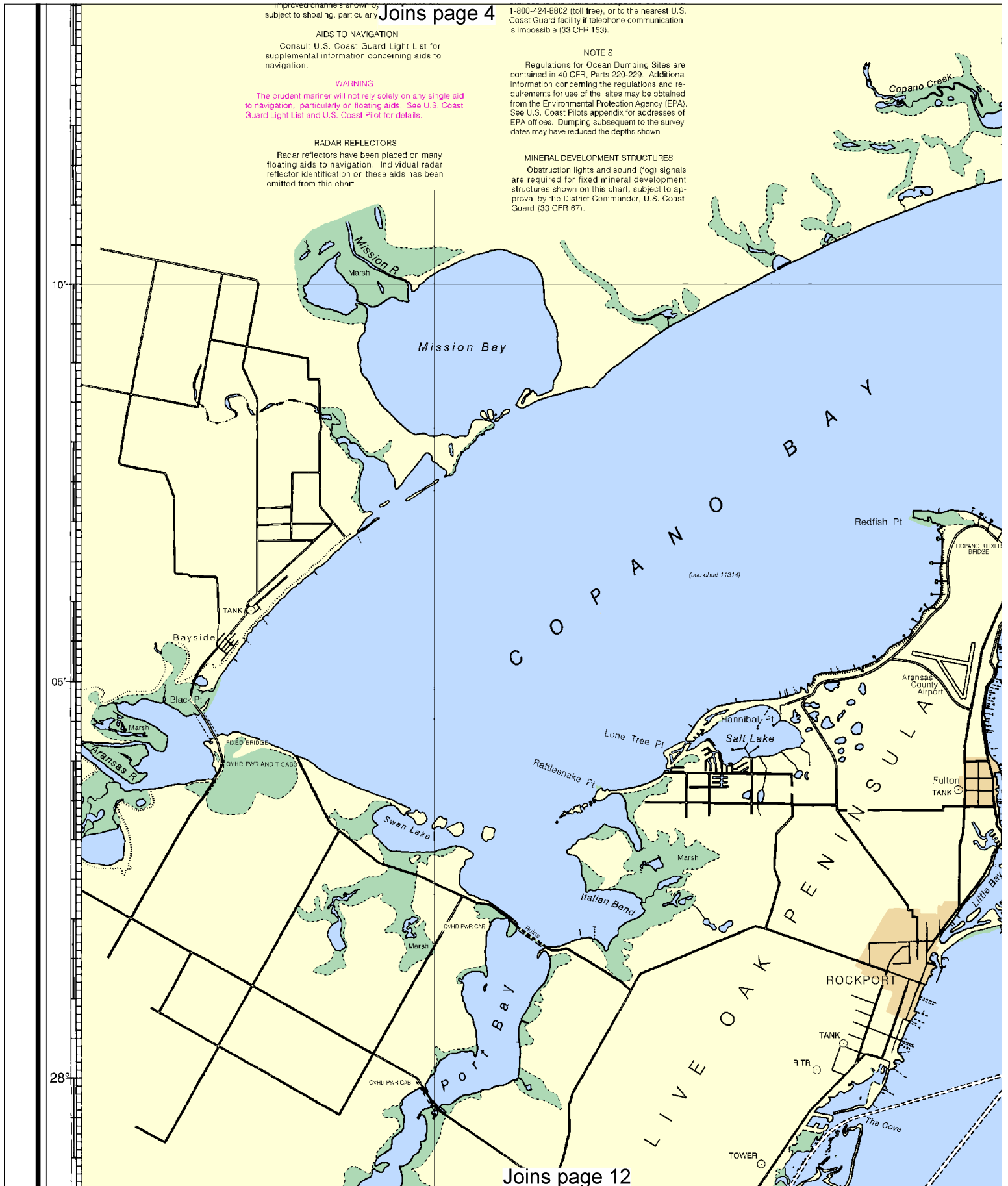
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#### MINERAL DEVELOPMENT STRUCTURES

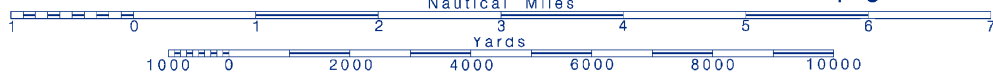
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Printed at reduced scale.

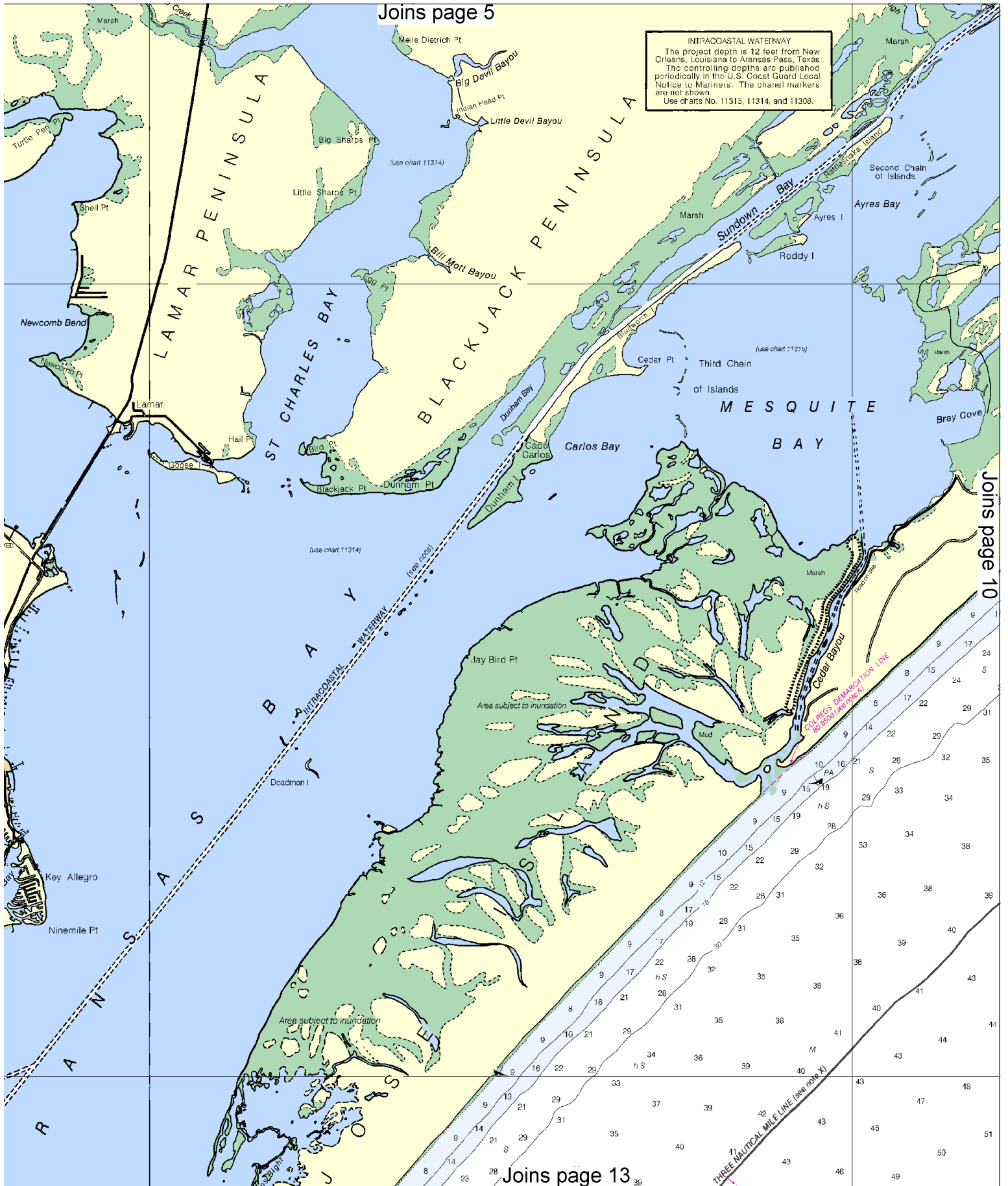
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See Note on page 5.





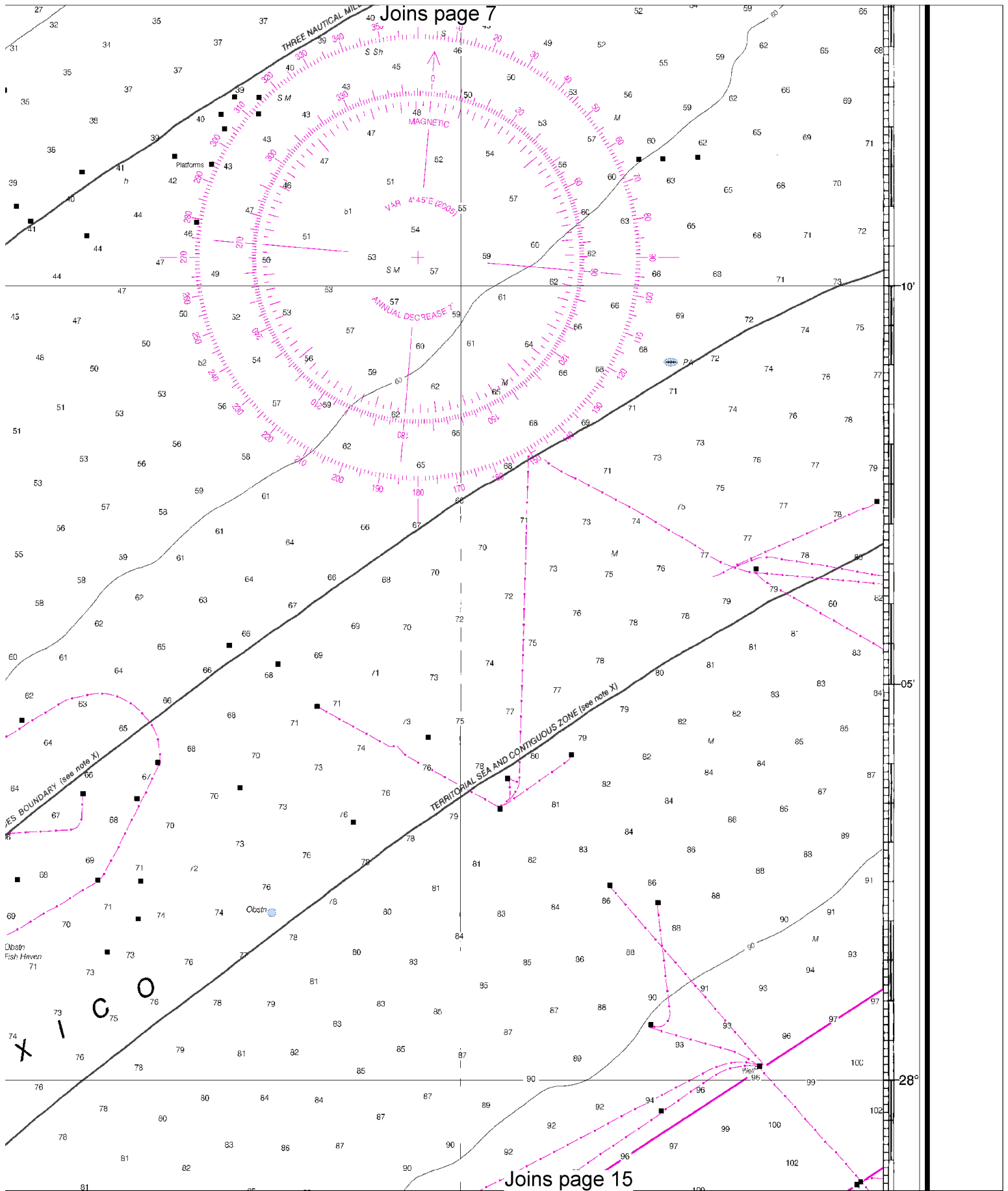
**INTRACOASTAL WATERWAY**  
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Joins page 10

Joins page 13







Joins page 8

28°

55'

50'

15'

10'

05'

JOINS CHART 11307

23rd Ed., Oct. /05 ■ Corrected through NM Oct. 15/05  
Corrected through LNM Oct. 11/05

11313

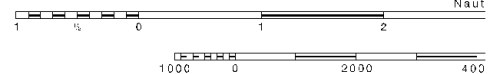
LORAN-C OVERPRINTED

CAUTION

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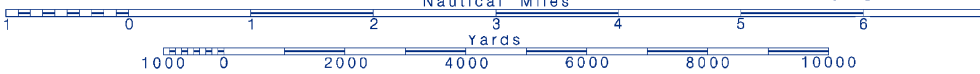
12



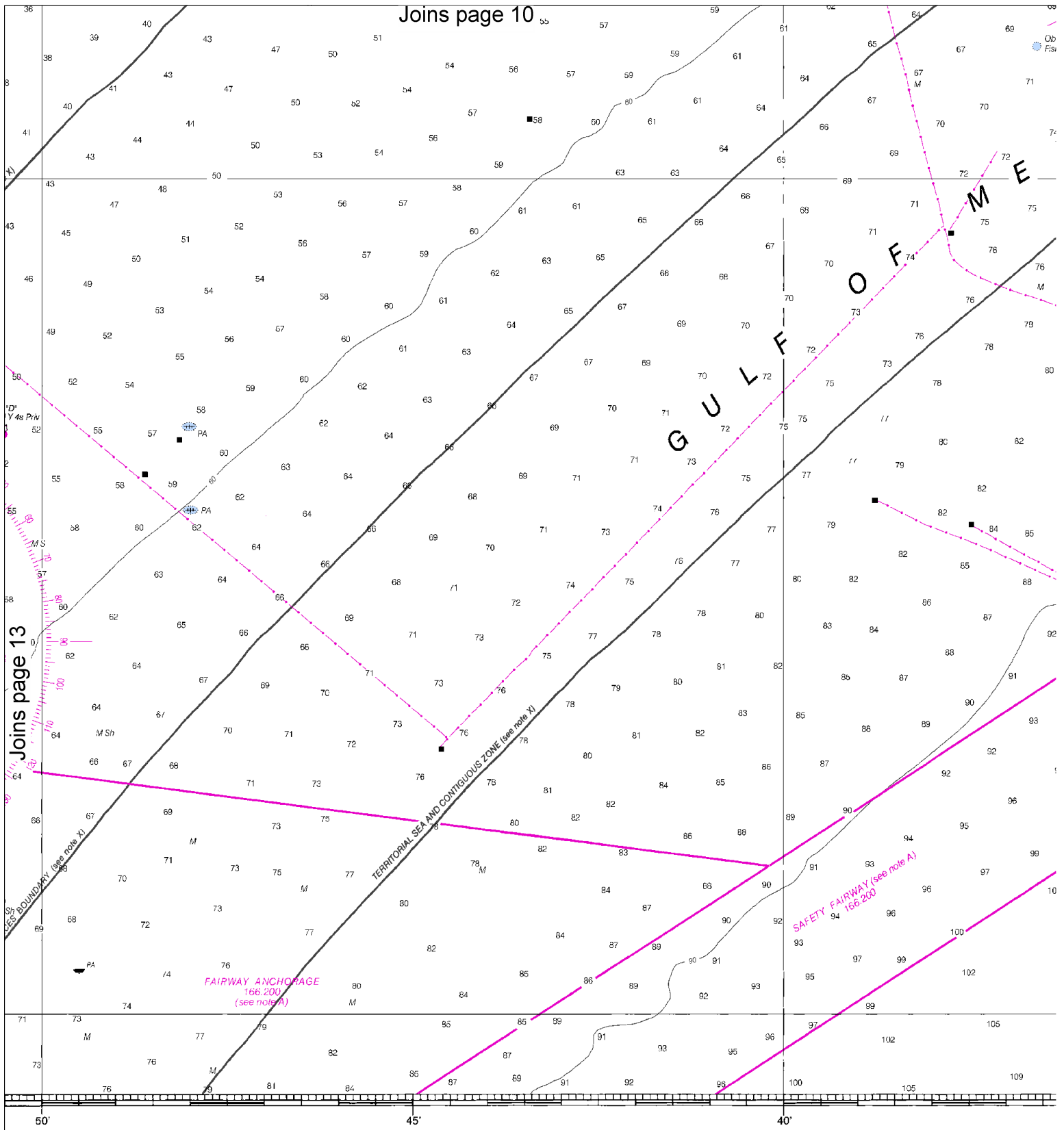
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.







Published at Washington, D.C.  
DEPARTMENT OF COMMERCE  
NAVIGATIONAL AID AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6

14



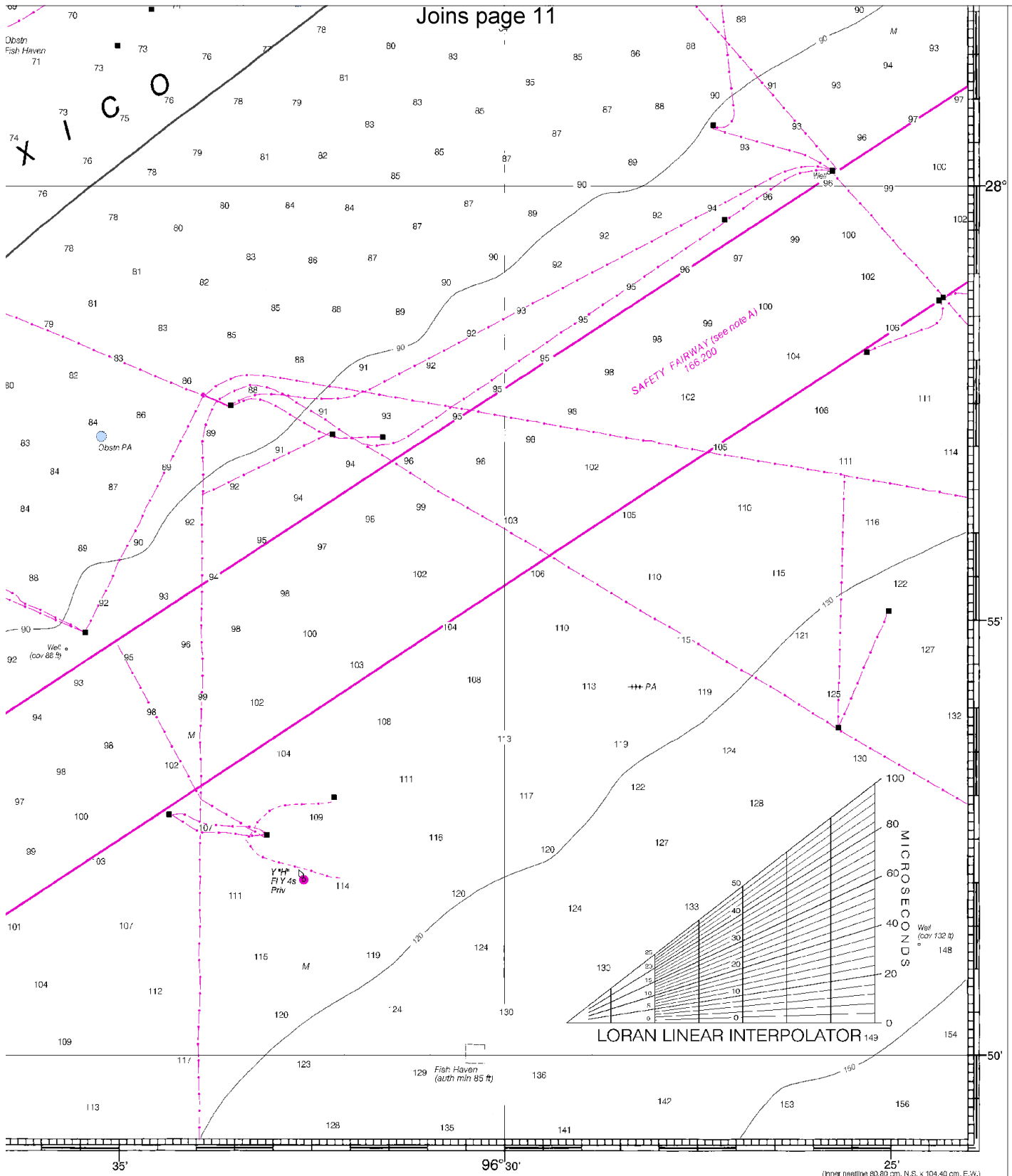
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.







Matagorda Light to Aransas Pass  
SOUNDINGS IN FEET - SCALE 1:80,000

**11313**  
LORAN-C OVERPRINTED

ED NO. 23  
NSN 764201401021  
NGA REFERENCE NO. 11AHA11313

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Group Corpus Christi** – 361-939-6393

**Coast Guard Station Port Aransas**– 361-749-5217

**Coast Guard Station Port O'Connor** – 361-983-2616

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).